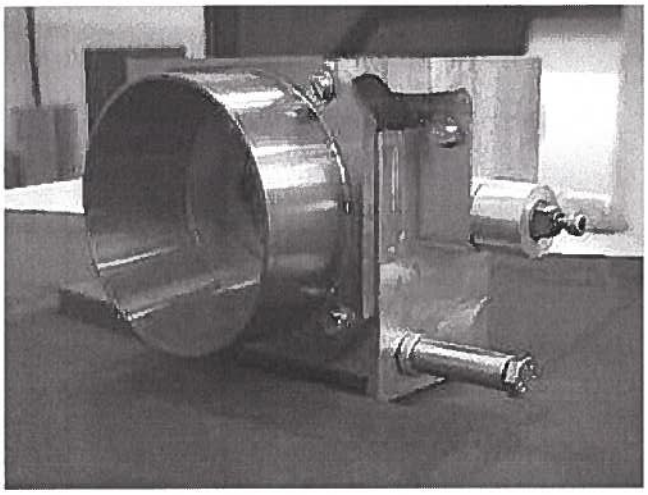
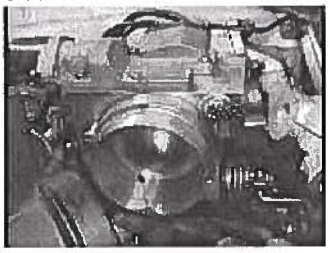
Intake



The Stock throttle body is only 52mm in diameter. This is hardly enough space to suck in the air this motor needs for peak performance. This unit is 62mm in diameter, and is a much better design than the stock peice. The one shown is a prototype from a builder in Finland. Note that this is NOT a stock throttle body that has been modified, this is a COMPLETELY new peice machined from billet aluminum. The price range is between $180 - $220. I own this one shown, and will be testing on my Grand Prix with some modifications. If your interested in purchasing one, Email the designer at Kimmoa@hotmail.com Here is another one that is on a 2.8 beretta.



This intake assembly is taken from an RS Akimoto intake system for a 88 - 91 Honda Civic CRX. It had to be modified by cutting off the two ends and keeping the middle 45 degree angle peice. Then i had to drill a hole in the top near the throttle body for the supplied yellow hose to replace the black plastic crankcase vent pipe. The only remaining thing is to figure out where to put the AIT (air intake temperature) sensor. Another hole drilled in the bottom of the tube will cover that problem. Just seal it with some automotive silicon. The only extra thing you will need is one more 3" coupling. The kit only supplies one 3"coupling, and one 2 1/2" - 3" reducer. For everything to fit right, youll need two 3" couplings.

This is one of the applications where my custom kit comes from. This is from a 90-93 Acura Integra. Between the red lines is the section you need for the 3.1 MPI, make sure that the pipe is cut just before the welded fitting. You should only have pipe material and no fittings on the finished product.

For the 3100 SFI, im not sure if it would work, but i think you should use the peice between the Green lines.

Amazingly enough, the bracket that was included bolted perfectly to the left bolt hole in the Air Cleaner frame. It had to be bent just a little, but it fits very nicely. You would probably see 5 - 6 hp more than stock with this setup. It helps out with having a true 3" aluminum pipe running from the filter to the throttle body. You can definetly hear the intake sucking air at high rpm... it really screams!

I won this kit at a Nopi Import Drag show last year, so i didnt have to fork out the normal $180 price tag. If you would rather keep your money, you could go with a 9" K&N filter setup.

K&N Cone Filtercharger

(9" cone filter shown)

This only requires purchase of a $40 cone filter element, and a 3 - 4" length of 3" P.V.C or aluminum pipe. Youll need the pipe to connect the cone filter to the end of the air hose where the air cleaner assembly used to go. This all requires removal of the entire air cleaner assembly, and the air temp. sensor located at the back of the airbox.

Leaving the air temp. sensor dangling is fine, just make sure its still plugged in or you might get an error code. The cone filter will rest on the top of the air cleaner assembly mount which is fine also. Just PLEASE make sure that the filter element does NOT come in contact with the positive (+) and negative (-) poles of your battery.

More Power, More Mileage
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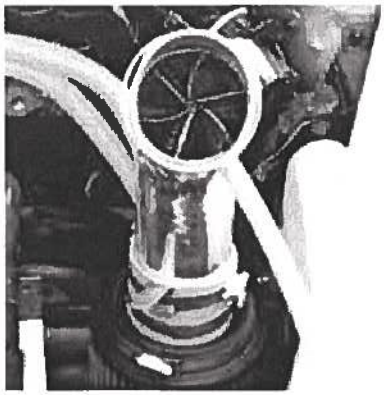
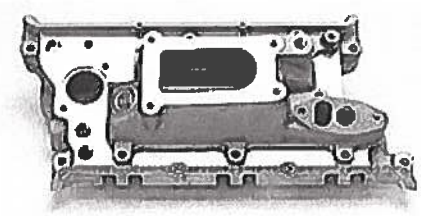


You've probably heard of this "Tornado" thing and wondered what it is or if it works. The Tornado air managment system is nothing more than a set of air foils wrapped in a metal tube to promote air swirl in your engine. The theory behind this device is that it swirls the air inside your intake, going to your combustion chamber and therefore promoting flame propagation in your engine. To you this means a more complete fuel burn, better gas mileage and increased hp and throttle response. I bought

one of these devices and i can say that it helped out with top end hp. The makers of this device have a chart on their website showing how this thing will pay for itself in gas mileage increase. Cost is $79 plus shipping. Part numbers vary, so call to find out.



This two peice intake manifold from Edelbrock is for 82 - 85 Rear Wheel Drive 60º Applications, and comes in two performance versions. The lower peice connects to either of two interchangeable top peices for mounting of 2bbl or 4bbl carbs. Edelbrock even has available a performance cam to compliment the manifold and can be sold as a complete kit from Summit or Jeg's.

Jegs	Part#	Price	Application	Notes
Edelbrock Performer Manifold	350-3785 (base) 350-3789 (top)	135.99 86.99	GM 82-85 60º V-6 NON-EGR	OEM 2bbl Carb fit idle - 5500rpm
Edelbrock Performer Manifold	350-3787 (top)	86.99?	GM 82-85 60º V-6 EGR	Performance 4bbl Carb fit idle - 6000rpm
Edelbrock Performer Cam	350-3790	112.99	same	